Sec. 32 500 1908.

Bankers Report That There's Nothing Overhanging the Market That They Know Of-Buying Power Very Small -Urgent Selling of P. R. R. Stock.

In a stock market which was times decidedly demoralized new lo price records for many important is sues were made yesterday. Disturbing ors of the sort which have been in reulation for a week past were again such in evidence. Prominent local bank officers, however, were emphatic in their statements that they knew of no trouble and that there was nothing overhanging the market in their opinion. They said that all they could see was that there was liquidation pressing upon a market in which the buying power was very small, but that this liquidation did not necessarily indicate the near development of any financial trouble. The heaviest selling appeared to come from Philadelphia. A good deal of attention was attracted in the afternoon by the sale of 10,000 shares of Pennsylvania Hailroad stock by Ladenburg, Thalmann & Co. Wall Street was greatly interested as to the nature of this selling. It was learned that the stock sold was not "short" stock and that it was sold on an out of town order and would be delivered to-day.

The establishment of a new low record for British consols at 87%, with general weakness in the London stock market, assisted in bringing about weakness locally in the early dealings. The weakness in the local market extended to the Broad street curb market, where a "new low" was estab-lished by the stock of the Interborough lished by the stock of the Interborough Rapid Transit Company, the subway operating company, which sold at 81. The stock of the Northern Securities Company sold as low as 83. On the exchange Steel common touched 15 and the preferred 59½. The following table shows the low prices made by a number of the prominent issues dealt in on the Stock Exchange, together with the low prices reached early in August and the high prices of the year touched early in January:

 
 Duched early in January:

 1908. Aug. Y':

 1908. Aug. Y':

 1843. 1844. 1083

 Auchison.
 8974. 54

 Retispor and Ohio.
 104. 774.
 Amalgamated Copper..... 

 Atchison
 8914

 Baltimore and Ohio
 104

 Brooklyn Rapid Transit
 7136

 Chicago, Milwaukee and St. Paul
 1885

 Chicago and Northwestern
 2244

 Consolidated Gas
 227

 Delaware and Hudson
 1881

 200
 200

 201
 201

 202
 202

 rie 1st pf.... eneral Electric Company. Peneral Electric Company
Illinois Central....
Louisville and Nashville...
Manhattan Consolidated... letropolitan Securitiea.... letropolitan Street Railway... lissouri Pacific.... lew York Central.... nnsylvania.
cople's Gas of Chicago....
eading...
cock Island... nessee Coal and Iron. Jnine Pacific.
Jnited States Steel.
Jnited States Steel pf.
United States Steel s'R'g f'd 5s.
Wabash pf....

puched early in January

The total transactions for the day in stocks were almost 1,000,000 shares. The market closed weak and generally at nearly the lowest figures. The urgent selling of Pennsylvania Railroad stock, already re-ferred to, exerted a decidedly disturbing influence on the entire list. A good deal of attention was attracted by the very heavy purchases which were made by A. A. Housman & Co. of many of the prominent stocks, and it was reported that firm were handling supporting orders. They bought 10,000 shares of United S ates Steel common, 10,000 preferred, 15,000 Reading common, 8,000 Baltimore and Ohio, 5,000 Southern Pacific, 5,000 Atchison, 3,000 St. Paul and 5,000 Erie.

## SHIPVARD CASE GOES OVER

Shields Has No Jurisdiction. The hearing asked for by Samuel Untertective committee of the United States tinued was postponed indefinitely yesterday fore any testimony was taken because of the technical objection raised by William D. Guthrie counsel for Charles M. Schwab, to the effect that United States Commis-

D. Leroy Dresser, ex-president of the Trust Company of the Republic, was present and ready to make a long statement relative to his attempt to float the securities of the Shipbuilding company and to Charles Schwab's interest in the concern.

Commissioner Shields sustained the objec-

### COTTON SHORTS RUN.

September Delivery Rushes Up More Than a Cent a Pound.

A stampede of the shorts in September cotton took place on the Cotton Exchange yesterday. There was a rapid advance, which carried the price to 12.05 cents a bound, compared with 11.12 cents, Saturlay's closing price. The movement recalled day's closing price. The movement recalled the market pyrotechnics which attended the clique operations of a month or more ago. Yesterday was "notice day" for September cotton. Notices to a considerable amount were issued, but they were reported to have been stopped promptly by a broker representing the New Orleans bull crowd. The display of market fireworks was confined to the September delivery, which closed at 11.70 cents. Other livery, which closed at 11.70 cents. Other cotton deliveries were firmer, but did not make any sensational advances.

### W. K. VANDERBILT COMING. Due by Oct. 15-Central's Present Terminal Contracts Small.

W. K. Vanderbilt is expected to return to this city in about two weeks. It was said vesterday that he has made business enagements which require his presence here before Oct. 15. The New York Central terminal improvement contracts already closed, it was stated by a director of the company, will not take more than \$1,500,000. This will cover all the work that can be done within the next six months, provision for the expenditure having already

### FINANCIAL NOTES.

The Mechanics' and Traders' Bank opened its second branch at Forty-sixth street and Broadway yesterday. It will be known as the Longacre Square branch. Richard A, Purdy is the manager. The first branch of this bank was opened some time ago at Madison avenue and Fifty-ninth street.

at Madison avenue and Fifty-ninth street.

The unsatisfactory freight rate situation between the Gulf ports and New York, which has existed for some time, will probably be settled at a meeting to be held on Oct. 8 of the Gulf Ports Committee and the Trunk Line committee, with representatives of the trunk lines and the Chicago and New York lines. It is thought that the settlement will probably be on the basis of a differential between New York and Gulf ports.

Wall Street heard vesterday that (S.

Wall Street heard yesterday that (. S. Mellen will retire from the presidency of the Northern Pacific on Nov. 1 to become president of the New York, New Haven and Hartford Railroad. It was reported that Mr. Mellen's successor will be a member of the Northern Pacific's present operating staff.

Stephen O. Wnitmore, dealer in men's an assignment yesterday to J. William Hill. A petition in bankruptcy has been filed against the Schuyler Roter Company, man-

ILLINOIS CENTRAL GOOD YEAR. TO MAKE MUCH LESS PIG IRON. Net Earnings 5.82 Per Cent. Higher Than in 1902-Millions for Betterments.

and the second of the second o

An excellent exhibit was made by the annual report of the Illinois Central Railroad Company, published yesterday. The figures in detail will be found in another column. A heavy increase of \$3,683,615 in operating expenses and taxes was overcome by an increase of \$1,365,047 in gross earnings. Net earnings showed an increase of \$681,432, or 5.32 per cent., as compared with the preceding year. The earnings after charges were paid were equivalent to 11.29 per cent. on the company's

The report shows that \$1,881,253 was taken for betterments from the current income. In all, there was expended for betterments during the year, \$15,301,579. Of this amount \$119,680 was charged to beterment funds previously provided and 10,300,646 was charged to capital. Secretary Alexander G. Hackstaff says

Secretary Alexander G. Hackstaff says that the acquisition of certain subsidiary corporations ratified at the stockholders' meeting last year and others which the stockholders will be asked to ratify at a special meeting Nov. 14, next, will not involve any additional outlay, as the cost of all the stock and bonds issued by these corporations has already been included in the accounts.

he accounts.
Attention is called to the fact that in each of the fourteen years last passed there has been an increase, not only in the units of service rendered, but also in the units in the service rendered per mile operated. The service so rendered in the year under report was more than four and a half times what it was in the year ended June 30, 1889, and the service so rendered per mile of rail-road operated was nearly three times as great as it was fourteen years before.

### GOSSIP OF WALL STREET.

As had been expected, the opening market revealed a general feeling of nervousness and the trading fully reflected this. In the first twelve minutes stocks were pressed for sale and new low records were made in Steel preferred, which went to 60: Steel common which touched 15%, and Metropolitan, which sold down 3% points, to 10. The swing was constantly down, and these, with other issues, went on to establish still lower records.

The early selling represented in part the closing out of holders who had failed to respond to calls sent out on Saturday for additional margin. Many brokerage houses were open until late Saturday evening in order that the lists of collateral might be closely scrutinized. In many cases the result of this inspection was the calling of margins for three times the amount actually needed. It was thought the evidence of urgency in these calls might bring at least the needed amount. Selling orders ac-cumulated over Sunday, and business was so heavy at the opening that two-dollar brokers even had to refuse commissions.

In the morning session there were two slight rallies, which room traders thought were brought about by short covering rather than a cessation of liquidation. The first rally came at about 10:30, when stocks, which had been under pressure, recovered around a point. The second rally came at 11:45. It seemed due to the same causes, but the rallies were to figures under the former tops. Union Pacific was prominent in both rallies It recovered from 671/2 to 681/2 on the 10:30

Weakness developed in the local traction shares almost at the opening and was un-explained until later in the day, when Pennsylvania began to go down. The selling was then attributed to the Philadelphia interests interested in tractions, as well as Pennsylvania. Metropolitan dropped to par, a new low record, Brooklyn Rapid Transit to 2914 and Manhattan to 126%. The destruction of the Fifty-second street power house of the Brooklyn Rapid Transit was used as a bear argument, although it is said by the road's officers to be of little moment.

Among the heavy sellers of the Steel issues On C. M. Schwab's Motion Because Comr. were Harris, Gates & Co., Knoblauch and Wolf Bros. The latter firm also bought

considered the feature of the day in the board room. Houses with Philadelphia connections Shipbuilding Company, to show that the were heavy sellers of all the stocks with which receiver for that company should be con- Asphalt and Lake Superior interests are associated. These included Pennsylvania. Norfolk and Western, Baltimore and Ohio, Metropolitan and other issues. The decline of Pennsylvania to 115%, a new low record for the year, began after noon with heavy selling by Ladenburg, Thalmann & Co. and sioner Shields had no jurisdiction, as he selling by Ladenburg, Thalmann & Co. and had not been appointed as special examiner B. L. Smythe. Ladenburg, Thalmann & Co. by the United States Court in New Jersey. put out 10,000 shares and Smythe 5,000. As the liquidation became more evident traders began to trail the movement and offer Pennsylvania down. Oliver in particular was a heavy seller, and it was his offering in the last ten minutes that carried the stock to its low record.

> The pressure to sell was especially notice able in General Electric and Westinghouse. General Electric declined 8 points to 136 on sales of 2,850 shares, and Westinghouse 13 points on sales of 700 shares. Jacquelin & Co sold General Electric on the way down.

> One feature of the trading that attracted attention was the selling of many small lots "in a string." The tape reported in one "string" twenty-five shares of Baltimore and Ohio at 73%, fifty shares at 73, fifty at 72% and ten at 7314. One lot of B. R. T. ten shares at 30%, ten at 30, thirty at 30, twenty at 30 and fifty at 30. An old trader railed at this as an old bear trick to make the sales look like urgent liquidation by small holders to induce genuine selling In the case of B. R. T. it either had this effect or caught a stop loss order, as the next sale on the tape was 100 shares at 29%.

> The selling of ten shares of an industria which has been making "new lows" for two weeks led to the coinage of a new phrase An old operator saw the quotation: "There go the holdings of a divestor," he said, wagging his head sadly, and the gloom around the ticker was lifted for a moment.

> be definitely known, it is certain that Western houses sold heavily. Harris, Gates & Co. were conspicuous sellers whenever prices rallied, and the Oliver selling of Pennsylvania was set down as for short account. Wherever support looked poor traders sold

> The support in several issues was evident The Butlers supported Missouri Pacific, and Housman seemed to have unlimited supporting orders around the room. Of Steel common, which made a "new low" at 15, and Steel preferred, which went to 59%, another record, Housman bought 10,000 each. He bought 15,000 Reading common 1,000 Baltimore and Ohio and 5,000 each of Erie, Atchison and Southern Pacific.

> In the loan crowd after the close there was less demand for stocks than on Saturday, which was taken as evidence that the short selling had been of smaller importance. There was some demand for Atchison, Balti-more and Ohio, Pennsylvania, Copper, Smelters, New York Central and Louisville and Nashville. Louisville was scarce. There was little demand for Metropolitan, which indicated the nature of the previous selling. Two per cent. was the prevailing rate.

The demand for copper in the loan crowd was said to be for Boston account, where copper issues were under pressure all day. this market Amalgamated was among the few strongly supported stocks in the morning. It held above 40 until after the noon hour, when it broke rapidly to 87% on urnishing goods at 104 Fulton street, made | sales of 8,000 shares before 12:30. Pool operations in the stock are said to have been suspended for the moment

against the Schuyler Hotel Company, managers of an apartment hotel at 57 to 63 West Forty-fifth street. The company is capitalized at \$50,000. Charles B Patterson would be a bear panic. The decline in Metwars president and Edward E Huriburt, ropolitan would be reasonable only on the transition. Edwin P. Lant, druggist, at 2601 Broadway, has filed a petition in bankruptcy, with liabilities \$4,940 and assets \$1,732.

basis that we were going to have a war or a pestilence that would cause over half the people to leave Manhattan Island."

20 PER CENT. REDUCTION PRO-POSED BY FURNACE MEN.

Reduction of Wages Has Already Begun Though Without Concerted Action, And More Furnaces Are Expected to Follow Suit-Some Furnaces Will Close

A plan which will probably govern the curtailment of pig iron making by the furnaces of eastern Pennsylvania and New Jersey has been agreed on by a committee appointed at last week's meeting in this city of representatives of the furnaces. This plan will be reported back to the furnace men at another meeting, which Archer Brown of Rogers, Brown & Co. said yesterday would be held within ten

It is proposed that the output of pig iron shall be reduced 20 per cent. The furnace men will respectively arrange for reducing their output by either blowing out some of their furnaces, or where but one furnace is owned by banking it. It is thought that the furnace owners in the Pittaburg, Cleveland and valley districts and probably also those in Virginia and Alabama will agree upon a similar currailment policy. There was a report yesterday that the committee had also decided upon a basis of reduced wages for furnace employees. Mr. Brown, however, said that this was not

Mr. Brown, however, said that this was not so. The matter of wage reduction was entirely outside of the work of the comentirely outside of the work of the committee.

"Cutting of wages," said Mr. brown, "is inevitable in my opinion. It is not being done, however, as a result of concerted action. There has been some cutting of wages already. I know of six furnaces that have within thirty days made a cut of 10 per cent. in wages, and three more furnaces which have posted 10 per cent. wage reduction notices. More will follow."

The men employed about a blast furnace number approximately 125, but where a furnace closes down it directly and indirectly throws out of employment 600 men at least, including iron ore minero.

### RAILROAD EARNINGS.

Alabama Great Southern:

1903. 1902. Changes.

3d week Sept. \$59,506 \$52,697 Inc. \$4,811
From July 1... 670,311 570,836 Jnc. 99,485
Cincinnati, New Orieans and Texas Pacific:
3d week Sept. \$129,289 \$107,381 Jnc. \$21,908
From July 1. 1,548,991 1,391,347 Inc. \$27,644
Colorado and Southern:
3d week Sept. \$151,542 \$142,888 Inc. \$48,854
From July 1. 1,481,144 1,423,434 Inc. 57,710
Detroit United Railway:
3d week Sept. \$87,423 \$84,506 Inc. \$2,917
From Jan 1. 3,178,107 2,824,669 Inc. \$353,428
Grand Trunk system:
3d week Sept. \$735,730 \$672,473 Inc. \$63,257
From July 1. 8,679,884 7,292,640 Inc. 1,387,124
International and Great Northern: Alabama Great Southern: From Jan. 1. 7,817,716 7,298,042 Inc.
Toledo, Peoria and Western:
3d week Sept. \$28,736 \$24,014 Inc.
From July 1. 302,494 258,314 Inc. ILLINOIS CENTRAL.

The Illinois Central Railroad Company reports for the fiscal year ended June 30: 1903. 1902. Changes. Gross earnings.\$45,186,077 \$40,821,090 Inc. \$4,395,047 Op. exp. & tax's 31,697,855 28,014,340 Inc. 3,688,615 Net earnings.\$13,488,122 \$12,806,690 Inc. Other income... 3,461,148 3,551,806 Dec. Total income.\$16,949,270 \$16,858,496 Inc. Fixed charges.. 6,219,876 6,568,034 Dec. Balance.....\$10,729,394 \$9,790,462 Inc. Dividends...... 5,702,400 4,752,000 Inc. Balance...... \$5,026,994 \$5,038,462 Dec. Betms. & misc. 4,981,253 4,994,502 Dec. Surplus..... \$45,741 \$43,960 Inc. Prev. surplus... 1,132,447 1,088,487 Inc. Total surplus \$1,178,188 \$1,132,447 Inc. TOLEDO AND OHIO CENTRAL.

The Toledo and Ohio Central Ballway Compan reports for the fiscal year ended June 30: 1903. 1902. Changes. Gross éarnings.... \$3,446,747 \$2,877,659 Inc. \$569,088 Op. exp. and taxes 2,667,826 2,278,477 Inc. 389,840 Net earnings.... \$778.921 \$599.182 Inc. \$179.731 Chgs. less other in. 453.496 459.577 Dec. 6.681 \$325,425 \$139.605 Inc. \$185,820 KANAWHA AND MICHIGAN.

Michigan Rallway Company reports for the fiscal year ended June 30: Gross earnings.... \$1,285,171 \$1,096,359 Inc. \$188,812 Op. exp. and taxes 1,153,151 \$86,358 inc. 266,793 Net earnings..... \$182,020 \$210,001 Dec. \$77.98 Chgs. less other in. 191,372 133,646 Inc. 57,726 The New York, Susquehanna and Western Rall road Company, including the Wilkes Barre and Eastern Railroad, reports for the month of August Net earnings . . . \$81,850 \$39,163 Inc. \$42,686 From July 1 to Aug. 31:
Gross earnings ... \$482,820 \$263,716 Inc. \$219.104
Oper. expenses ... 281,441 185,670 Inc. 95,770 Net earnings ... \$201.379 \$78.045 Inc. \$123.338 ERIE.

The Eric Railroad Company reports for the month of August: of August: 1903. 1902. Changes. Gross earnings...\$4,455,600 \$3,660,865 Inc. \$704,755 Oper. expenses.. 2,961,289 2,391,495 Inc. 569,794 Net earnings .. \$1,494.311 \$1,289.370 Inc. \$224.940 From July 1 to Aug. 31: Gross earnings. \$8,888,852 Oper. expenses.. 5,765,961 4,664,041 Inc. 1,101,919 Net earnings ..\$3,117.891 \$2,185.651 Inc. \$932,239 CENTRAL OF GRORGIA.

The Central of Georgia Rallway Company reports for August: for August: 1903. 1902. Changes.
Grossearnings... \$685,688 \$682,149 Inc. \$3,587 Exp. and taxes. 599,449 518,778 Inc. 80,671 Net earnings . \$86,237 \$163.371 Dec. \$77,189 From July 1 to Aug. 31:
Gross earnings. \$1,400,661 \$1,360,020 Inc. \$40,641
Exp. and taxes. 1,195,878 1,006,026 Inc. 189,852 Net earnings. \$204,788 \$353,994 Dec. \$149,211 CHESAPEARE AND OHIO. CHESAPEARE AND OITO.

The Chesapeake and Ohio Railway Company reports for August 1903, 1902, Changes.

Gross earnings. \$1,646,291 \$1,167,985 lnc. \$478,208 Oper. expenses, 1,044,717 802,284 lnc. 242,433

Net earnings. \$600,574 \$364,799 Inc. \$236,775 From July 1 to Aug. 31: Goos earnings. \$3,216,696 \$2,208,736 Inc. \$1,007,930 Oper. expenses, 2,012,792 1,542,596 Inc. 470,196 Net earnings. \$1,203,874 \$866,140 Inc. \$537,734 BUFFALO, BOCHESTER AND PITTSBURG. The Buffalo, Rochester and Pittsburg Railway Company reports for August:

Gross earnings 3752,274 9042,063 Inc \$110,211 Oper, expenses 371,086 345,599 Inc 25,487 Net earnings.. \$331,188 From July 1 to Aug. 31: Gross earnings..\$1.469,659 Oper expenses.. 728,408 | \$1.254,150 | Inc. \$215,509 Net earnings.. \$741,251 \$573,853 Inc. \$167,398 The Reading Company, controlling the Philadelphia and Reading Railway Company and the Philadelphia and Reading Coal and Iron Company, reports operations for August, 1908, and for the year from July 1:

Month of August. 1903. 1902. Rallway company rec'pts.\$3,072,882.12 \$1,902,196.30 Expenses, including renewals, etc. 1,700,064.85 1,456,357.82 \$585,887.48 \$242,312.78 524,457.20 Net earn. all companies. \$1,763,355.28 \$870,192.93 \$70,007tion of annual fixed charges and taxes of all companies, estimated ... 888,000.00 \$95,721.15 Surplus ... \$375.355.88 \$625.528.22 \$1905. \$1908. \$1909. \$ \$975,355.88 \$525,528.22 \$756,729.92 285,426.39 8,687,546.41 \$540,911.47 285,402.40 734,136.88 Net carnings.

Net income.

Net carn. all companies. S.

Proportion of annual fixed
charges and taxes of all  **EXCURSIONS** 

## Boston Autumnal Tours \$5.00.

HUDSON RIVER DAY LINE

PEOPLE'S EVENING LINE, ON FRIDAY, OCTOBER 2D, AND TUESDAY, OCTOBER 6TH. Albany to Boston through the Berkshires, via Boston & Maine R. R., Oct. 2d tour, or Boston & Albany R. R., Oct. 6th tour.
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325 MILES BY STEAMFR,
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Grand Daily Outings (except Sunday)
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"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex) 8.00 A.M.
"New York, Desbrosses St. Pler 8.40"
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Returning, due in New York, 5.30 P. M.
Special tours New York to Boston, via Albany, Oct. 2 and 6, \$5 Round Trip.
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NEXT WINTER THERE WILL BE THE FOLLOWING TRIPS FROM NEW YORK: THE WEST INDIES

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doltke... Oct. 1, 10 AM | Deutschl'd, Oct. 13, 10 AM | Pennsylv'a Oct.3, 3 PM | Bluecher. Oct. 15, 10 AM | Phrenicia. Oct. 17, 2 PM | Particla... Oct. 17, 2 PM | A Victoria, Oct.21, 0 AM | A Victoria, Oct.22, 10 AM | THE Mediterranean

NEW YORK—NAPLES—GENOA. By superb Twin-Screw Steamers. HAMBURG-AMERICAN LINE.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.

### Kalser. Sept. 29, 10 AM K Wm. H. Oct. 20, 3 P M Kronprinz. Oct. 6, 4 PM Kalser. Oct. 27, 10 A M Kalserh. Oct. 10, noon Kronprinz. Nov. 3, 2 P M OELRICHS & CO., 5 BROADWAY, N. Y. JAPAN-CHINA Hawaii and Philippine Islands.

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DOMINION LINE PAST TWIN SCREW SERVICE Boston Queens town Liverpool.
New England Oct. 1 Commonwealth. Oct.
Mayflower Oct. 8 New England Oct.
Columbus (new) Oct. 15 Mayflower Soct.
Montreal Liverpool Short sea passage.
Southwark Oct. 5 Hensington Oct.
Dominion Det. 16 Canada Oct.

вовтох Mediterranean service Azores, Gibraltar, Naples, Genoa.

ZAMBROMAN Sat., Oct. 3
VANCOUVER Sat., Oct. 10, Nov. 2 For plans, rates, &c., address DOMINION LINE 3OSTON, or N. Y. Offices, 9 and 73 B'way.

AMERICAN LINE NEW YORK—SOUTHAMPTON—LONDON. St. Louis-Sept. 30, 19 A.M. | Phila ... Oct. 14, 10 A.M. New York. Oct. 7, 10 A.M. | St. Louis, Oct. 21, 10 A.M. RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Zeeland. Oct. 3, 19 A. M. | Vaderland, Oct. 17, 10 A. M. | Finland. Oct. 10, 10 A. M. | Kroonland, Oct. 24, 10 A.M. | Pters 14 and 15 N. R. | Office, 73 Broadway, N. Y.

CUNARD LINE. TO LIVERPOOL VIA Queenstown. Lucania. Oct. 3, 2 P. M. | Campania Oct. 17, 2 P. M. | Etru**ria**. Oct. 10, 8 A. M. | Umbria. Oct. 24, 8 A. M. Carpathia, Tuesday, Sept. 29, 11 A. M. MEDITERRANEAN SERVICE.

Aurania... Oct. 20, 1903 | Carpathia...Nov. 24, 1903 Carrying only 2d cabin and third class passengers. From Piers 51-52, North Biver. VERNON H. BROWN & CO., Gen. Agts., 29 B'way. ANCHOR LINE. Glasgow and Londonderry. Ethiopia... Oct. 3, noon | Columbia. Oct. 17, 3 PM Anchoria... Oct. 10, noon | Furnessia. Oct. 24, noon First saloon, \$50 to \$100.
Second cabin, \$55 and up; third class, \$26 and up.
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WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL Victorian, Sept. 29, noon | Arabic, Oct. 2, 2:30 P. Feutonic, Sept. 30, noon | Germanic...Oct. 7, no Pler 48, North River. Office, 9 Broadway, New York

NON-MEMBER BANK STATEMENT The weekly statement of averages of the banks of this city. Jersey City and Hoboken which are not members of the New York Clearing House Association, but which clear through some of the members, is as follows: 

Total reserve. \$18,994,800 \$19,100,800 Dec. \$196,000 Reserve required 21,045,960 21,043,300 Inc. 2,860

Deficis...... \$2,051,150 \$1,852,500 Inc. \$198,650 New Manager for Public Service Corporation.

An unofficial report was circulated in Jersey City yesterday that W. W. Wheatly, the general manager of the Public Service Corperation, which controls the trolley, gas and electric companies in north Jersey, will be succeeded in the near future by a Western street railroad man. It was said that Hallett Alsopp Borrowe, formerly superintendent of the plank road lines under the North Jersey Street Railroad company DIVIDEND DECLARATIONS.

Company and term.
American Chicle, monthly.
Columbus Edison, quarterly.

Dividend Declarations

Stock. Amt. Payable.
Oct. 20

Columbus Edison, quarterly.

Dividend Declaration Declaration of the Public Service Corporation in an advisory capacity. He wasn't in Jersey City yesterday.

# Pennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORT-LANDT STREETS. The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7:55 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.
9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnat, Indianapolis, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping and Observation of Chestration. indianapolia, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Siceping. Dining, Smeking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Siceping, Smoking and Observation Cars. For Chicago, Toledo and Cieveland. Dining Car.

5:55 P. M. St. LOUIS EXPRESS.—For Pittaburg. Chicinnati Indianapolis, Louisville, St. Louis. Dining Car. For Gary, Wava. (via Sheaandoan Valley Route.

5:53 P. M. WESTERN EXPRESS.—For Chicago For Toledo, except Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittaburg, and Chicago. For Knoxville daily, via Sheaandoan Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg, Cleveland, Chicinnati, Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortiandt Streets, 10:29, (Dining Car), 10:35 SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.
ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m., daily.
SEABCARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night, daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m., daily.
CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m., week days, and 4:55 p. m., daily.
FOR OLD POINT COMPORT AND NORFOLK.—7:55 a. m., week days, and 8:35 p. m., daily.
ATLANTIC CITY—9:35 a. m. and 2:35 p. m., daily.
ATLANTIC CITY—9:35 a. m. and 2:35 p. m., week days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parlor Cars and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

days.

APE MAY.—12:55 p. m., week days.

Or points on New York and Long Branch Railroad (from West Twenty third Street Station), 8:55 a. m., 12:10, 2:25, 3:25, 4:10, 4:55 and 6:55 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20, 2:30, 3:40, 4:29, 5:10 and 7:00 p. m., week days.

Sundays, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

Sundays, 9:45 a. m., 5:90 p. m.

FOR PHILA DELPHIA.

6:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:55, 9:25 (Dining Car), 9:25 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna, Limited), 10:55 (Dining Car), 11:35 a. m., 12:55 (Dining Car), 1:35 (Dining Car), 1:35 (Dining Car), 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, 3:25 (Dining Car), 3:35, 4:25, 4:25 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 8:55, 9:25 p. m., 12:10 night, week days. Sundays, 6:05, 7:25 (Dining Car), 8:25, 8:25 (Sib, 9:25 p. m., 12:10 night, week days. Sundays, 6:05, 7:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 1:25 (Dining call for and cacek baggage from notes and residences through to destination.
Felephone 914 Eichteenth Street for Pennsylvania
Railroad Cab Service.

V. W. ATTERBURY.

General Manager.

GEO. W. BOYD.

General Pakenger Agent.
9-8-1903.

STEAMBOATS.

Hudson River by Daylight

Palatlal Steamers "New York" and "Albany" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex). 8:00 A. M.

"Desbrusses St. Pier. 8:40 A. M.

"West 22d St. 9:00 A. M.

West 129th St. 9:20 A. M.

Landing at Yorkers, West Point, Newburgh, poughieepsle, Kingston Point, Catislill, Hudson and Albany, daily, except Sanday. Special trains to Catskill min, resorts and Saratoga, and easy connections to all points East, North and West. and Mbany, dally, except Sunday. Special trains to Catskill mith, resorts and Saratoga, and easy connections to all points East, North and West, Through tickets and baggage checked at Offices of N. Y. Transfer Co. Most delightful one day outlars to West Point, Newburgh or Poughkeepste, returning on down boot. Restaurant open at 7 A.M. Special tours, New York to Boston, via Atbany, Oct. 2 and 6, 85, Round Trip.

STEAMER MARY POWELL Leaving Desbrosses St. at 305 P. M., W. 22d St. 3:30 P. M. For Highland Falls, Cornwall, Newburgh, New Hamburg, Milton, Poughteepste, Rondout and Eingston. Famous Mary Pow il Orchestra. LAST TRIP OCT. 2D.

BOSTON AND POINTS IN NEW ENGIN NEW ENGLAND FALL RIVER LINE for Newport, Fall River, FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R. foot Warren St., week days and Sundays at 530 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PILGRIM and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonington, Boston and East. Strs. MAINE and NEW HAMPSHIRE Live Pier 40, N. R., ft. Clarkson St., week days only at 6 P. M. only at 8 P. M. NORWICH LINE for New London, Norwich, Worcester, Boston, North and East. Strs. CITY OF LOWELL and CITY OF WORCESTER. Lye 40, N. R., ft. Clarkson St., week days only NEW HAVEN LINE for New Haven, Hartford.

Springfield and the North. Lve Pler 40, N. R., ft. Clarkson St., week days only at 4 P. M. Str. RICH-ARD PECK. BY SEATO MAINE ON THE PAST MODERN STEAMSHIPS OF THE

MAINE STEAMSHIP CO. S THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK. Thursdays and Saturdays.

Send for illustrated descriptive booklet, malest free. Offices, 250 Broadway and Pier (New) 32, East River, New York. Telephone, 1200 Orchard.

JOY ONLY \$2.00 LINE New York to Providence,
First-Class Service.

Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St. 'Phone: 800 Orchard. Orchestra on each steamer.

PEOPLE'S LINE FOR ALBANY. ADIRONDACK OR DEAN RICHMOND leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with trains (Sunday included) for points North, East and West. Orchestra.

HARTFORD LINE from Pler 33 (New), East Biver, daily, except Sunday, at 5 P. M., for Connecticut Biver Landings, connecting for Springfield, Holyoke, Northeid and all New England points. Send for illustrated folder.

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 19th St. Pler daily, o P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill, Hudson and Coxsackie. Soats every week day at Six P. M. from Pier 43,

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouts, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beaon, Wash-lington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M.

26, N. R., foot Beach st., every week day at 3 P. M H. B. WALKER, Vice-President & Traffic Manager

OCEAN STEAMERS.



ATLANTIC TRANSPORT LINE. NEW YORK LONDON DIRECT. Minnehaha Oct. 8, 3 P.M. Min'tonkaOct. 17, 1:80P. M. Mesaba. Oct. 10, 9 A.M. Min'apolis, Oct. 24, 8 A.M. POR RATES, ETC., APPLY TO 1 BROADWAY.

RAILBOADS.

# **NEW YORK** THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS. Trains arrive and depart from Grand Central Station 42d Street New York as below:
North and west bound trains except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:45, 2:30, 9:15 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Crustal Station. Crustal Station.
All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

A. M,—4MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M. A. M.—+ADIRONDACK, AND MON-TREAL SPECIAL. A. M.—\*SYRACUSE LOCAL.—Stops at all important stations 7.50 TRBAL SPECIAL.

A. M.—'SYRACUSE LOCAL.—Stops at all important stations.

A. M.—'EMPIRE STATE EXPRESS.—
Most famous train in the world. Due Buffalo 4:45, Niagara Falis 5 3! P. M.

A.M.—'FASTMAIL.—24 hours to Chicago.
Due Buffalo 7:10, Niagara Falis 8:07.

A. M.—'FAST MAIL.—25 hours to Chicago.
Due Buffalo 1:15 A. M.

A. M.—'RUTLAND EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

A. M.—'RUTLAND EXPRESS.—Due Rutland 7:45 P. M.

P. M.—'BUFFALO LIMITED.—Due Buffalo 1:00 P. M., Niagara Falis 11:55 P. M.

P. M.—'SOUTHWESTERN LIMITED.—
Due Cheinnati 10:30, Indianapolis 11:30

A. M. St. Louis 6:45 P. M. next day.

P. M.—'CHICAGO LIMITED.—24 hours to Chicago via Lake Shore. 24:5 via M. C.

P. M.—'The 20th CENTURY LIMITED.—

20-hour train to Chicago via Lake Shore.
Electric lights and fams.

P. M.—'ALBANY AND TROY FLYER.—

Due Albany 6:40, Troy 7:05 P. M.

Due Albany 6:40, Troy 7:05 P. M. 8.30 10.30 11.30 1.00 2.45 3.30 3.40 4.00

M.—\*ALBANY AND TROY EXPRESS. P. M.—\*ALBANY AND TROY EXPRESS.—Local stops.
P. M.—\*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
P. M.—\*LAKE SHORE LIMITED.—23½ hour train to Chicago. All Pullman cars. Die Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.
P. M.—\*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
P. M.—\*MONTREAL EXPRESS.—Via D. & H. or Rutland.
P. M.—\*ADIRONDACK AND MONTREAL EXPRESS. 6.00 7.00 7.30 P.M.—\*ADIRONDAND ISL-EXPRESS. P. M.—\*BUFFALO, THOUSAND ISL-ANDS AND TORONTO SPECIAL, P. M.—\*SPECIAL MAIL LIMITED.— Sleeping car only for Rochester. P. M.—SOUTH WESTERN SPE-8.00 9.15 9.20 CIAL.
P. M.—\*PACIFIC EXPRESS.—Chicago 34 hours by Michigan Central, 33 hours by Lake Shore.
P. M.—CHICAGO THEATRE TRAIN.—Cape Vincent, Ogdensburg, Buffalo, De-9.30 11.30

troit Chicago and St. Louis.
- †Except Sunday. ¶Except Monday. HARLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily, except Sunday, to Pittsheld and North Adams; Sundays at 9:30 A. M. Pullman cars on all through trains. Trains illuminated with Pintsch Hight.
Ticket offices at 167, 261, 415 and 1216 Broadway, 25 Union Sq. W. 275 Columbus av., 138 West 125th st., Grand Central Station, 125th st., station and 138th street station; New York: 338 and 726 Pulton at., and 166 Broadway, E. D., Brooklyn.
Telephone '900 38th Street' for New York Central Cab Service, Baggage checked from hotel or residence by Westcott Express Company. NEW YORK CENTRAL ROUTE

BETWEEN NEW YORK, BOSTON AND NEW ENGLAND.

Via Springfield and the BOSTON AND ALBANY RAILROAD. BOSTON AND ALBANY RAHLROAD.

(New York Central and Hudson River R.R., Lessee.)

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:

19:04 A.M., 12:09 noon, \*4:00 P. M., 11:00 P. M.,

4rrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,

6:15-A. M.

Leave Boston 19:00 A. M., \*12:00 noon, \*4:00 P.M.,

\*11:00 P. M., 6:14 A. M.

Tickets at New York Central ticket offices, 167,

15:45 and 12:18 Broadway and at Grand Central Station,

A. H. Smith,

George H. Daniels,

Gen'l Manager.

Gen'l Pass'r Agent.

## WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Leasee.) Trains leave Franklin St. Station, New York, as follows, and 12 min. leter foot West 42d st. N. R.: \*7:10 A. M.—For Intermediate points to Albany, t41:20 A. M.—(1) Hudson and Mohawk Express. til 29 A. M.— (1) Hudson and Mohawk Express.

1:00 P. M.—Chicago Express.
2:23 P. M.—Cont. Lim., for Betroit, Chi. & St. Louis.
3:15 P. M.—Con. Lim., for Betroit, Chi. & St. Louis.
3:15 P. M.—Cor. Roch., Buffalo, Clevel'd & Chicago.
5:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
19:15 P. M.—For Syra., Roch., Ning. Falls Det. & Chi.,
19:15 P. M.—For Syra., Roch., Ning. Falls Det. & Chi.,
10:19 M.—For Syra., Roch., Ning. 19:15 P. M.—For Syra., Roch., Ning. 19:15 P. M.—Leave Brooklyin Annex (1) at 10:15 A. M., (2) at 12:45 P. M.—Leave Jersey City, Penn. R. R. Sta., (1) at 11:20 A. M.; (2) at 13:35 P. M.—Time tables at principal hotels and offices. Baggare, checked, from hotel hotels and offices. Raggage checked from hote or residence by Westcott Express.

A. H. SMITH.
Gen'l Manager.
Gen'l Pass' Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R.

MAUCH CHUNK—24:00 (7:15 E ston only), 9:10 A.M., 1:20, 4:40, 5:00 (5:45 Easton only) is. M. Sun-A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 1:30 (3:40 Lakewood and Lakehurst only), 4:30 P. M. Sun-days, 9:00 A. M. days, 9:00 A. M.
ATLANTIC CITY—19:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M., 11:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 1:30
8:53, 4:45, 5:30, 6:30 (11:50 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
4:00 P. M. 400 P. M. 1215 — READING TERMINAL — \*4:25, 17:00, 18:00, 19:00, 10:00, 11:00 A. M., 12:00, 10:00, 11:00 A. M., 12:00, 10: P. M. \*125.5 Mdt.

READING, HARRISBURG, POTTSVILLEAND
WILLIAMSPORT | 11:00, 24:25, 18:00, 19:10
(10:00, 11:00 A. M. Reading only), | 61:00, | 71:20, |
12:00 P. M. Reading, Pottsville and Harrisburg only, 14:00, 15:00 F. M.

prize Process of the Control of the Vice Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE, PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

MORE AND OHIO R. R.

Balto-Washington. 18:25 AM 10:30 AM Buffet
Balto-Washington. 19:25 AM 10:30 AM Diner
Balto-Washington. 19:25 AM 11:45 AM Diner
Balto-Washington. 12:55 PM 13:00 PM Diner
"Royal Limited". 3:33 PM 3:40 PM Diner
Balto-Washington. 4:55 PM 5:00 PM Diner
Balto-Washington. 12:10 nt. 12:15 nt. Sleepers
Dally. 10:ally, except Sunday. 4Sunday only.
Offices: Liberty St. Ferry, South Ferry, 6 Astor
House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth
AV. 25 Union Square West, 153 Esst. 125ti. St. 278
West 125th St., 215 Columbus Av., New York: 4
Court St., 344, 800 Fulton St., Broadway, 189 Proadway, Williamsburg. New York Transfer Co., calls for and checks baggage to destination.

Lv. New York City, South Ferry, Liberty St.
Chicago, Citisburg, 12:00 nt.
Chicago, Colombas, 12:35 pm. 12:05 pm. 10:00 pm. Diner
Pittsburg Limited! 12:55 pm. 7:00 pm. Buffet
Clinchnati, St. Louis 10:25 pm. 7:00 pm. Buffet
Clinchnati, St. Louis 10:25 pm. 10:30 am. Diner
Clinchnati, St. Louis 10:25 pm. 10:30 am. Diner
Clinchnati, St. Louis 10:25 pm. 10:30 pm. Diner
10:31 pm. Diner
10:31 pm. Diner
10:30 pm. Diner

LEHICH VALLEY. Oot of West 23d A. Cortlandt and Deshrouses Sts. B. Daily. † Except Sunday. Sunday changes: d12.45.

New York and Boston All Rail:

From Grand Central Station.

By way of

\$8.00 A.M., Hartford and Willimantic,

\$9.01 A.M., Springfield and Worcester,

\$1.00 P.M., Springfield and Providence,

\$1.00 P.M., New London and Providence,

\$1.00 P.M., Springfield and Worcester,

\$1.00 P.M., New London and Providence,

\$1.00 P.M., Springfield and Worcester,

\$1.00 P.M., New London and Providence,

\$1.00 P.M., New London,

\$1.00 P.M., New London,

\$1.00 P.M., New London,

\$1.00 P.M.,

Lackawanna Railroad. Leave New York, foot Barelay and Christopher Sta.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St. Louis.

11:40 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Seranton and Phynouth.

16:10 P. M.—For Suffalo and Chicago.

18:45 P. M.—Utica, Oswego, Ithaca, Buffalo.

2:00 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1183 Brondway, N. Y.; 338

Pulton st., Brooklyn. Paily, †Except Sunday.

POST OFFICE.

POST OFFICE NOTICE. (Should be read DAHLY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Oct. 3, 1990, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour surfer than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS.

TUESDAY.—At 6:30 A. M. for EUROPE, per steamship Kaiser Wilhelm der Grosse\*, via Plymouth, Cherbourg and Bremen; ats:30 A. M. for TTALY direct, per steamship Sardegna (mail must be directed "per steamship Sardegna").

WEDNESDAY.—At 6:30 A. M. for EUROPE, per steamship St. Louis, via Southampton (mail for Ireland and letter mail for Liverpool must be directed "per steamship St. Louis"); at 7:30 A. M. for NETHERLANDS direct, per steamship Noordam (mail must be directed "per steamship Noordam"); at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Noordam"); at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Teutonic, via Queenstown; at 11 A. M. for DBNMARK direct, per steamship Hellig Olav".

THURSDAY.—At 7 A. M. for FRANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL, TUR-REY, EGYPT, GREECE, BRITISH INDIA and LORENZO MARQUEZ, per steamship La Lorraine, via Havre (mail for other parts of Europe must be directed "per steamship La Lorraine").

SATURDAY.—At 7 A. M. for FRANCE, per steamship La Champaign, via Havre (mail for other parts of Europe must be directed "per steamship La Champaign, via Havre (mail for other parts of Europe must be directed "per steamship La Champaign, via 10:30 A. M. for SCOTLAND direct, per steamship Zeeland"); at 9:30 A. M. for SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Ethiopia"); at 10:30 A. M. (supplementary 12 M.) for EUROPE, per steamship Lucania, via Queenstown.

\*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers and Sam-ples for Germany only. The same class of mall matter for other parts of Europe will not be sent by this ship unless specially directed by her. by her.

After the closing of the Supplementary Transatiantic Mails named above, additional Supplementary Mails are opened on the piers of the American. English. Prench and German steamers,
and remain open until within Ten Minutes of
the hour of sailing of steamer.

can. English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA. WEST INDIES ETC.

TUESDAY.—At 9 A. M. for ARGENTINE, URU-GUAY and PARAGUAY, per steamship Hypatia: at 9:30 A. M. (supplementary 10:30 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship City of Washington, via Colon (mail for Guatemaia must be directed "per steamship City of Washington").

WEDNESDAY.—At 12 M. for BARBADOS and NORTHERN BRAZIL, per steamship Came tense, via Para, Maranham and Ceara.

THURSDAY.—At 8 A. M. for CUBA, per steamship Havana (mail for Mexico, via Progreso, Campache and Vera Cruz must be directed "per steamship for Mexico, via Progreso, Campache and Vera Cruz must be directed "per steamship Bilvia: at 10 A. M. for SAVANILLA, per steamship bilvia: at 10 A. M. for SVAVANILLA, per steamship bilvia: at 10 A. M. for SVAVANILLA, per steamship bilvia: at 10 A. M. for VUCATAN, per steamship Tjomo": at 12 M. for SANTIAGO, per steamship Tjomo": at 12 M. for SANTIAGO, per steamship Tjomo": at 12 M. for SANTIAGO, per steamship Orlzaba (mail must be directed "per steamship Carlbbee (mail for Grenada and Trinidad must be directed "per steamship Carlbbee (mail for Grenada and Trinidad must be directed "per steamship Carlbbee (mail for Savanilla and Cartagena must be directed "per steamship Philadelphia (mail for Savanilla and Cartagena must be directed "per steamship Delival and Cartagena ship Morro Castle, via Havana: at 10 A. M. for Indial, Curacao, Venezuela, Trinidad, British and Dutch Guiana must be directed "per steamship Prins Willem I. (

MAILS FORWARDED OVERLAND. &C., EXCEPT TRANSPACIFIC. CUBA.—Via Florida, closes at this office daily except Thursday, at \$5.30 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Mampu MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M., and and 11:30 P. M. Sundays av 10:00 11:30 P. M. NEWFOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Satursteamer, closes at this office at 6:50 P. M. every Tuesday.

MIQUELON.—By rail to Boston, and thence by Steamer, closes at this office daily at 6:30 P. M. Steamer, closes at this office daily at 6:30 P. M. BELIZE, PUERTO CORTEZ AND GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at \$1:30 P. M. and \$11:30 P. M. Sundays at \$1 P. M. and \$11:30 P. M., Sundays at \$1 P. M. and \$11:30 P. M. (connecting mail closes here Mondays at \$1:30 P. M. and \$11:30 P. M., Sunday, at \$1:30 P. M. and \$11:30 P. M. (connecting mail closes here Tuesdays at \$10.9 P. M.).

§ Registered Mail closes at 6 P. M. previous day.

days at \$1.00 P. M. and \$11.30 P. M. (connecting mail closes here fuesdays at \$11.30 P. M.).

Registered Mail closes at 6 P. M. previous day.

TRANSPACIFIC MAILS.

CHINA and JAPAN, via Vancouver and Victoria.

B. C., close here daily at 6.30 P. M. up to Sept. \$29th, inclusive, for despatch per steamship Empress of India. (Merchandles for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.)

H. WAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$2d. inclusive, for despatch per steamship Doric.

NEW ZEALAND, AUSTRALIA (except West), NEW CALEDONIA, FIJI ISLANDS, SAMOA and HAWAII, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$3d, inclusive, for despatch per steamship Ventura. (If the Cunard Scamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at \$30 A. M., 930 A. M. and 6.30 P. M., will be made up and forwarded until the arrival of the Cunard steamer.)

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$10th, inclusive, for despatch per steamship Nippon Maru.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALLEDONIA, via Vancouver and Victoria, B. C., close here daily at 6.30 P. M. up to Oct. \$10th, inclusive, for despatch per steamship Nippon Maru.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALLEDONIA, via Vancouver and Victoria, B. C., close here daily at 6.30 P. M. up to Oct. \$10th, inclusive, for despatch per steamship Olympia.

HAWAII, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$11th, inclusive, for despatch per steamship Olympia.

HAWAII, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$11th, inclusive, for despatch per steamship Olympia.

HAWAII, via San Francisco, close here daily at 6.30 P. M. up to Oct. \$12th, inclusive, for despatch per steamship Olympia.

HAWAII via San Francisco close here daily at 6.30 P. M. up to Oct. \$12th, inclusive, for despatch per steamship

previous day.

CORNELIUS VAN COTT. Postmaster.

Post Office, New York, N. V. Sent. 27, 1908.